

**Note**

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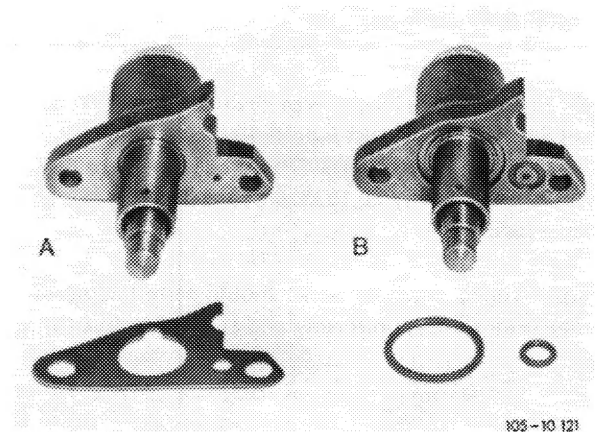
**Install chain tensioner on principle in filled condition.**

Replacement of faulty chain tensioners will be best.

These engines are provided with two chain tensioner versions.

Do not mount O-ring version (B) chain tensioner with a flat gasket (version A).

- A Chain tensioner with flat gasket  
B Chain tensioner with O-ring seal

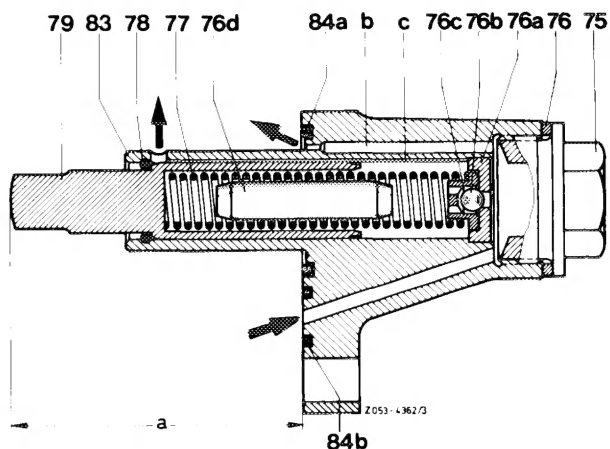
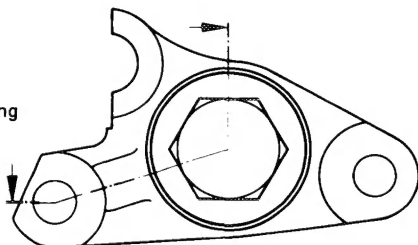


**Removal**

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- 1 Drain coolant.
- 2 On vehicles with air conditioning, remove refrigerant compressor with connected lines and put aside.  
For this purpose, remove air filter top on model 115, and complete air filter on model 123.
- 3 Remove thermostat housing.
- 4 Unscrew chain tensioner and remove.
- 5 Check O-rings for condition; renew damaged O-rings.

- 75 Closing plug
- 76 Sealing ring
- 76a Ball seat ring
- 76b Ball
- 76c Ball cage
- 76d Filling pin
- 77 Compression spring
- 78 Circlip
- 79 Thrust bolt
- 83 Chain tensioner housing
- 84a O-ring
- 84b O-ring
- a 57 mm
- b Return flow bore
- c Compensating bore



## Installation

6 Fill chain tensioner. Place chain tensioner in engine oil SAE 10 with thrust bolt in downward direction and oil level above flange. Slowly push thrust bolt 7 to 10 times slowly up to stop by means of a press or on a radial drill.

Upon filling, chain tensioner should permit compression only slowly, uniformly and at considerable force.

7 If required, fit new gasket or new O-rings (84a and 84b) on chain tensioner housing.

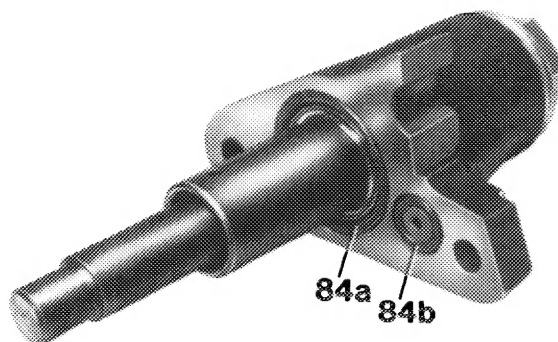
8 Position chain tensioner and tighten nuts uniformly.

9 Attach thermostat housing with new gasket.

10 Add coolant.

11 For further installation proceed vice versa to sequence of removal.

12 Run engine and check for leaks.



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